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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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S E C R E T

COUNTRY Poland

REPORT

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SUBJECT Nowotko Engineering Works in Warsaw

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1. The Nowotko Engineering Works (Zaklady Mechaniczne im. Nowotki), located at the end of Wolska Street in Warsaw, has approximately 5,000 employees working in two shifts, one of which is not a full complement. The plant produces Diesel engines for tanks, tractors, ships, and drilling towers.
2. The following is a breakdown of the sections in the production department of the plant:
 - a. The tool shop and chief mechanic's section is equipped with about 200 modern machines manufactured by Satellite countries, including two modern SIP machines of Russian make.
 - b. The thermal treatment shop is equipped with 15 East German made furnaces, some operated by gas, some by electricity. There are a number of reheating furnaces (wglebne piece) for hardening aluminum. The Nowotko Engineering Works has the only workshop for hardening Diesel engine cylinders through a nitrogen process (azotownia).
 - c. The foundry has three electric furnaces for brass casts; three electric furnaces for Sylumin (aluminum mixture) casts, in accordance with the Kokyl (Odlewanie Kokylowe) method; six gas furnaces for emergency use in case of electric power failure; five furnaces for primary heating; one casting air-pressure apparatus; and three Cupola iron casting furnaces (zeliwiaki). The latter furnaces have a total annual capacity of 10,000 tons, although actual production is only 3,000 to 4,000 tons. There are also production and automatic treatment machines for cast-molds and equipment for cleaning and drying of casts.
 - d. Mechanical Sections Nos. 1, 2, and 3 have 300 machines, a third of which originate from "Demobile" (sic); the remainder are of Polish, Soviet, Czech and East German make. Section 1 produces engine heads, engine bodies, pistons, rings, and miscellaneous items. Section 2 produces joints, bearings, valves, all varieties of cogwheels, screws, pins, and other small items. Section 3 produces crankshafts, differentials, and connecting rods, treats cylinders and nonferrous parts, and serves as a workshop for general purposes.

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- e. Mechanical Section No. 4 makes the changes necessary to adapt Diesel engines for a particular purpose. Special treatment is required to reduce the number of revolutions in the DM (Orski) Diesel marine engine. This engine, formerly called 3-D-6, must also be fitted with a special reverse gear. This section processes the DT (formerly 1-D-6) engines for locomotives (silniki frakcyjne) and 2-D-6 engines for oil drilling towers. It also produces pipes for fuel, oil, air, and water systems.
3. The 1956 production of the Nowotko Works was approximately 1,300 Diesel engines, of which 600 were W-2 engines for the T-34 tank. (Fifty of these W-2 engines were specially equipped with a manual starter for emergency use under field conditions, in addition to the usual electric and compressed air starters.) The remainder were D-6 engines for locomotives, ships, drilling towers; and W-300 engines, which are similar to the W-2 type.
4. The 1957 production program provided for the manufacture of the following engines:
- a. 200 W-54 engines (also marked S-3) for the T-54.
 - b. 300 W-2 engines.
 - c. 600 D-6 engines (including the D-6-S model with aluminum oil sumps for ships).
 - d. 600 W-300 engines for locomotives, drilling towers, and power generators. It is planned to export this model to China, Rumania, and elsewhere.
- The factory expects to reach an annual production of 2,000 engines by 1959-60.
5. The percentage of defects in the production process is as follows:
- a. 20-24 percent in iron casts.
 - b. 12-14 percent in aluminum casts.
 - c. 10-12 percent in mechanical and thermal treatment of crankshaft bearings.
 - d. 5-7 percent in mechanical and thermal treatment of crankshafts.
6. During recent months the Nowotko Engineering Works has been planning the production of a Diesel engine based on original technical documentation. The new engine, however, is actually a copy of the Parkins engine, with only slight changes being introduced. The new engine weighs 1,400 kg. and is to be installed in 120 hp. trucks.
7. The Nowotko plant receives parts from other Polish factories as follows:
- a. Casts from the ^{Baldon} Beldon Pokoj and ^(J. S. Ledy) Labedy foundries.
 - b. Forge products (odkowniki), including crankshafts and all cogwheels, from the Labedy plant.
 - c. Fuel pumps, injectors, oil pumps and filters from the Czerniakow Mechanical Works, Warsaw, for the production of the W-54 engine.
 - d. Rubber products and gaskets from rubber factories in Krakow and Piastow.
 - e. Water pumps from a water meter factory in Torun (Thorn).
8. The following individuals are employed by the Nowotko Engineering Works:

- a. Frankowski (fnu), production manager since 1957

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b. Kozlowski (fnu), chief engineer since 1955

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c. Henryk Plonka, general manager of the factory since 1954

d. Major Rogowski (fnu), head of the Military Technical Control

9. A sketch of the Nowotko Engineering Works with legend

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Legend to Sketch of Nowotk^o Engineering Works

- A. Nowotk^o Engineering Works (area of 1,000 x 800 meters).
 - B. Workers' living quarters.
 - C. Cemetery.
 - D. Fields.
 - E. Residential buildings.
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- 1. Management building (temporary), three stories.
 - 2. Office for issue of entry permits.
 - 3. Clinic and sickbay (two stories).
 - 4. Technical offices of chief constructor, chief technologist, and chief metallurgist. The dining halls and archives are in the basement.
 - 5. Boiler house.
 - 6. Toolshop.
 - 7. Chief engineer.
 - 8. Mechanical Section No. 4.
 - 9. Large industrial hall housing the workshop for hardening and thermal treatment, the mold workshop, and the carpenters' shop for packing cases.
 - 10. Warehouse (new building)
 - 11. Offices and workshop of chief electrician

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12. Foundry (new building).
13. Industrial shed (new building), 10 m high, housing Mechanical Sections Nos. 1, 2, and 3, the assembly section, the galvanization workshop, and the breaking-in section (Hamownia).
14. Forge.
15. Coal storage area.
16. Athletic field.
17. Small chapel.
18. Gate to workers' living quarters.
19. Gate to plant management.
20. Gate to plant.
21. Laboratories.
22. Railway gate.
23. Railway line in the direction of Dworzec Gdanski.
24. Road in direction of Sochaczew.



Wall



Barbed wire.



Tramway line.

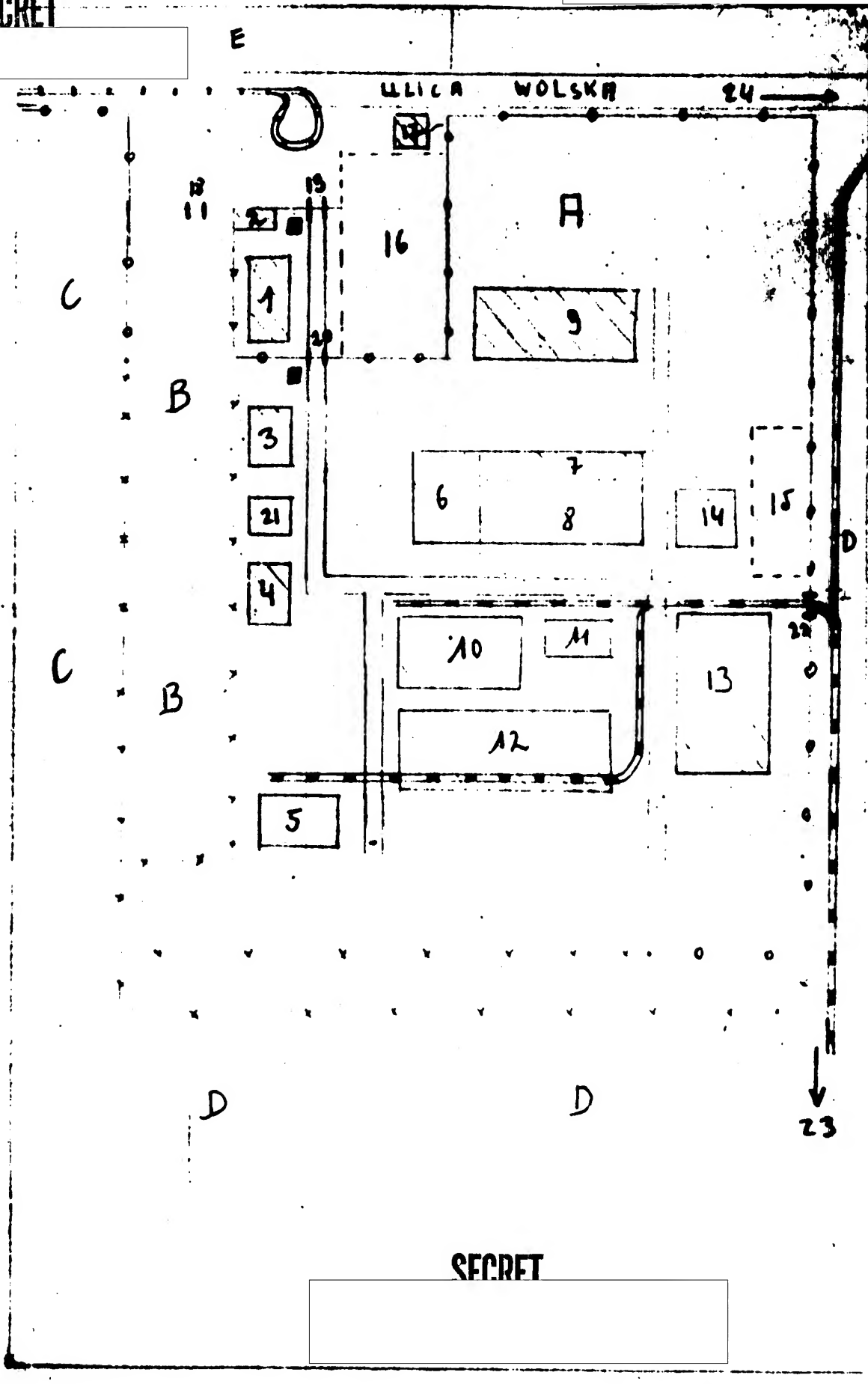


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